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Det Bel Isle & Windsor Ferry Co 07

AROUND THE LAKES.

CLEVELAND.

Mr. Frank B. Lozier, of Duluth, who is associated with Captain Alex. McDougall, was in the city this week.

Captain W. A. Robinson, of Buffalo, dropped in to see us last Thursday. He reports business in marine circles as lively, and thinks prospects are good for the coming season.

We have a letter from New York city saying that Mr. Samuel M. Sloan, owner of the steam yacht Alex H. Sloan, is the guest of Mr. Ben L Cowles, chief engineer of the steam yacht Vision.

The Cleveland dry dock company have began the repairs on the Argonaut, and the old pine ceiling will be torn out and replaced by oak. She is also to have steel arches and will follow the Specular into the dry dock.

On Thursday evening the staff of the RECORD were entertained by Mr. Blanco, and two of his friends, who with their instrument's drive dull care away. They have the thanks of all for the pleasure.

Captain George Ryan, of Saginaw City, was in Cleveland last Saturday. Captain Ryan, was looking after the interest of the hoisting and pumping engines manufactured by A. F. Bartlett & Co., of East Saginaw, whose "ad" appears on another page.

The jury in the case of Patrick Smith, against M. Wilcox and others, rendered a verdict for the plaintiff for $3,696.75. The suit was brought to recover the value of a tug which, it was claimed, Wilcox lost and on which Captain Smith, held a mortgage.

The M. E. B. A., have issued invitations for their seventh annual ball to be given at Schwietzer's, hall corner of Pearl and Bridge streets, on Wednesday evening, February 1st. Music by Costello's, full orchestra and supported by H. J. Trinkner & Co., with such a conbination. The entertainment is certain to be one of the most successful of the season.

Captain DeWolf, local inspector, returned Wednesday from a trip to Florida. He has visited a number of the principal cities in the south, looks well, and reports a very pleasant time. His leave of absence does not expire until February 10, and a portion of the remaining time will be spent with friends at Conneaut.

List of vessel transfers from January 14 are as follows: J. B. Clapham to C. E. Sheldon, 1-12 of schooner Charles H. Burton, for $1,000. P. G. Minch to Elizabeth Hall, 1-32 of schooner G. H. Warmington, for $700. John H. Moore to A. R. Manning, his interest in steamer James Pickands, for $12,000. C. E. Benham to J. E. Palmer, 1-16 of schooner Reindeer, for $400. C. T. Palmer to C. E. Benham, 1-8 of schooner C. H. Johnson, for $900.

Lawrence Distel, who for the past three years has been No. 1 surfman at the Cleveland life saving station has gone for a visit to his old home at Chautauqua, N. Y. Mr. Distel has a splendid record as a life saver, being one of the crew who were awarded a gold medal as recognition of their heroic work when the J.B.Merrill and Johnson were wrecked some four years ago. He is also first on the list for promotion to keeper, in this district, and we hope his anticipations may soon be realized, for he is worthy of any good thing that may come his way.

Messrs. Moore Bartou and Gilchrist received a letter from Mr. Smith Moore this week, stating the water very low at the "Soo" and that vessels could not get through on more than fourteen feet draft. Employees on the canal, say thirteen and one half will be the most. Messrs. Moore and Bartou predict a busy season and good freights. They say at the Two Harbors they are arranging to double the out put of last season. At Ashland to increase by 400,000 tons and they would not be surprised if 4,000,000 tons of ore were brought down this season, and that in their opinion the demand for tonnage will be greater than it was last season. They do not think the increase of tonnage is equal yet to the demand and with the low water and increased out put, freights promise to be better this season than last.

We were out with Captain Moffett and his crew last Monday afternoon, breaking ice in the river with the fire boat. With ice from five to ten inches thick, there is no fast running, nor very easy work for the man at the wheel or engineer. The day was cold and snowy and with the windows open the pilot house was no warm place. We were all shivering except Captain Moffett, who was handling the boat in his shirt sleeves and bare-handed, and appeared to be warm enough. The boat went up the river bed as far as Radcliffe's yard, and then came back and went up the river, cutting a channel about the width of the boat through the ice up above Quayle's Sons' upper shipyard. Coming back wide open the swell after the tug would break up the ice on either side, leaving the river open from bank to bank. The boat returned about 5 o'clock, having been out three hours.

While engaged in carrying water from the river at a slip near Fick's dock on Wednesday of last week Albert B. Woods, in some unknown manner, fell into the river and was drowned. A part of his business was to keep a canal which had been cut through the ice free from broken ice, which drifted in after the river was opened by the tugs, and it is supposed while using the pike pole he had for that purpose, he slipped in. The deceased was 17 years of age, and to make the sad affair more terrible if possible, he was the sole support of his mother who is the widow of Mr. Woods, a former member of the 7th O. V. I. Mrs. Woods tenders thanks to the friends who, in her hour of trial and bereavement, kindly and promptly offered their sympathy and assistance; especially those who are connected with the several military organizations, and were intimately associated with her late companion, Mr. Woods. The funeral services were held at the house on Sunday, January 22, and the body was taken from thence to Newburg for interment.

An interesting meeting of fishermen and fish dealers was held last week in the front parlor of the Empire house, on Water street. Representatives of the fish business in all forms were present from Willoughby, Fairport, Rocky River, Dover, Lorain, Sandusky and Vermillion. They came together in response to a general call to consult and take such measures as might be deemed expedient in opposition to a bill proposed for enactment by the state legislature regulating lake fishing. The provisions of the proposed bill are to be such that Cleveland and the adjacent lake ports will be discriminated against in favor of the upper end of the lake, especially at Toledo. If the proposed measure became a law the use of gill nets would be prohibited, and the time allowed for catching fish will be cut down to such an extent as to make the business almost wholly unprofitable. The representatives at the meeting were not opposed to legislative action but wanted laws which would treat all alike within the boundaries of Ohio. Captain John Post, of Fairport, presided at the meeting, and Mr. John Munson, of this city, acted as secretary. After a very full discussion of the matter, a committee was appointed to attend a meeting of fishermen to be held at the Sloan house in Sandusky Thursday afternoon. It is understood that at this meeting a paper will be drafted which will protect all dealers. The committee is as follows: Captain Post, of Fairport; Messrs. E. R. Edson, John Munson and John W. Averill, of Cleveland; Philip Horning, of Willoughby, and P. Cahoon, of Dover. After attending the meeting at Sandusky, this committee will report at another meeting to be held at the Empire house, in this city, next Saturday afternoon.

Some decidedly handsome as well as novel scenes were produced on the occasion of the visit of the C. Y. A. and the canoe club, this week to the "Dark Secret" at the Park theater The interest of the visitor was excited by a play intensified by the perfect realism, a section of the river Thames on which was demonstrated many stirring scenes, connected with the drama which took place. This was the first time in which such a large body of water has ever been produced upon any stage in Cleveland and it gave us the impression that we were sailing with the ship, which had a large water bottom, that she might be enabled to run light. From the auditorium the first impression of such a large body of water was startling. The view was unobstructed the wharf banks of the river, and stands for spectators of the boat race were all admirably arranged. On the miniature lake boats plied in every direction, while a steam launch announced its presence by continual whistles followed by many professional oarsmen. While the length of this lake did not exhaust the oarsmen the caprices of an amateur excites much mirth. The steam launch which frequently appeared throughout the play, and sailed under the name of Dark Secret, was built especially for this play, by the celebrated builder of pleasure boats, Mr. J. H. Rushton of Canton, N. Y., and is about 16 feet long and 4 feet beam. The racing shells used were built by William Oliver, 129th street, New York city and the canoe, sail and pleasure boats by D. & C. Squires, Broadway, N. Y. The Cleveland yachting association and canoe club assembled about 70 strong and at the close of the boat race, presented Mr. Geo. Hosmer, with a handsome bouquet of fine flowers and a beautiful representation of the pennant of the C. Y. A. worked in straw flowers as a token of their admiration and respect, which was blushingly accepted by the worlds champion, with a few appropriate remarks, thanking the donors for their consideration and esteem.

CHICAGO.

Captains Robert Seaton and Thomas Randall purchased the schooner Eagle Wing from Geo. Wood; consideration $4,500.

Captain A. Anderson who sailed the schooner Iver Lawson for the last three seasons, will sail the schooner Stafford next season.

Paul Pouliot, boat builder has contracted to build 23 row boats for the South Park commissioners for use at South Park, he is building for Anderson & Co., Pulman, a steam yacht 27 feet over all, 7 feet beam and 3 feet depth of hold.

The schooner Northwest was towed to an elevator to load corn for Buffalo at 4 cents.

The thirteenth annual ball of the Marine Engineers, association at Brand's hall Wednesday evening, January 18th, was a great success and was thoroughly enjoyed by all participating in it, the crowd was not a large one, which gave greater comfort to those who occupied the floor and danced to the music of Nevan's excellect orchestra.

The tug Mosher of Dunham's line, took fire Tuesday evening and damaged to the extent of $200.00. The damage is covered by insurance.

Captain Theodore Saveland was here from Milwaukee Tuesday. He is looking after a schooner he wishes to purchase.

The Vessel Owners' Towing company held a meeting Wednesday noon, for the purpose of appointing officers: Captain J. L. Higgie was appointed president, John H. Witbeck vice president, A. G. Van Schaick treasurer; they comprising the whole of the directors of the company.

Thomas Miller, of the firm of Miller Brothers dry dock company, and James Mowatt of the Chicago dry dock company, left Chicago Tuesday to attend the meeting of the dry dock association to be held at Detroit, Wednesday.

At Miller Brothers shipyard the steamship Raleigh is in dock getting her rail re-fastened, a new iron rod to hold her stern bearing and some straps on her stern post. The tug Tom Brown was at the derrick to have a leak stopped. The tug J. H. Hackley to have her shoe repaired and to stop a leak occasioned by her work in the heavy ice she encountered, when doing her work at the crib.

The Marine Engineers' Association, last evening, held their thirteenth annual ball at Brand's hall, corner of North Clark and Erie streets. The ball was the most successful one ever held by them, there being over one hundred couples on the floor. Steam was turned on about 9 o'clock on a blast being blown by Nevans' orchestra and the heels of the dainty craft, engineered by their male consorts, sailed over the floor to the music of many a good old dance tune; there being twenty-four dance numbers, not counting in "Old Dan Tucker," which old gentlemen formed the tail-piece of the programme. Toward the hour of midnight the guests partook of refreshments. Among the guests could be seen many of the oldest engineers on the lakes, men who have grown up with its marine, and whose memories go back to times when the steam whistle was a novel sound on the great lakes. The officers of the association are as follows: President, Martin Stroder; vice president, Thomas Corrigan; treasurer, James Donnelly; financial secretary, D. W. Wise; recording secretary, J. J. O'Connor; corresponding secretary, M. J. Canfield; conductor, Nat Crawford; doorkeeper, E. E. Morris.

The committee of arrangements, to whom the credit for the success of the occasion should be given, consisted of the following gentlemen: James Donnelly, William N. Eddy, Robert Powdres, A. Ritter, Martin Stroder, Thomas Corrigan, S. M. Furnace, and John Murphy.

Among those present were the following ladies and gentlemen: Mr. and Mrs. James Donnelly, Mr. and Mrs. William G. M. Eddy, Mr. and Mrs. George W. Furnace, Mr. and Mrs M. J. Campbell, Mr. and Mrs. Nathaniel Crawford, Mr. and Mrs. A. Ritter. Mr. and Mrs. B. B. Robinson, Mr. and Mrs. D. W. Wise, Captain and Mrs. James Donovan, Captain and Mrs. J. St. Clair, Captain and Mrs. John O'Dell, Captain and Mrs. Edward Evans, Captain and Mrs. Samuel Shannon, Mr. and Mrs. John Macauley, Mr. and Mrs. M. T. Coughlin, Mr. and Mrs. Peter Ott, Mr. and Mrs. John Driscoll, Walter Michaels, Mr. and Mrs. W. E. Elliott, Milwaukee; Mr. and Mrs, Benjamin White, Mr. and Mrs. George Fogg, Captain Albert Rendus, Michael Burns, Athol, Mass.; Mr. and Mrs. E. E. Morse, Mr. and Mrs. M. Downer, Mr. and Mrs. Edward, Stacy, Mr. and Mrs. R. E. Hill, W. P. Sunday, John Cullen, W. H. Pinkham, D. B. Ramsay.

Captain Robert Caswell of Ludington, is paying Chicago a visit. WILLIAMS.

BUFFALO.

The harbor improvement committee submitted a letter from Captain F. A. Mahan, government engineer in charge, on the needs of the harbor which is accorded its hearty approval. The letter states that the harbor of refuge is at present a mere anchorage ground for vessels during heavy weather, and that the entrance to Buffalo Creek is between two piers belonging to the United States. Referring to the outer breakwater, the extensive repair work done on it last year is mentioned, and the necessity of further extension of the breakwater 1,250 feet southward is urged. Repairs are also needed to the extent of $400,000 in order to save the older part of the present structure. The letter adds: "Personally I am not in favor of the Sandcatch Pier in its present position, as the harbor will be too small for the future trade of the city. I am considering the advisability of preparing a modification of the existing project so as to include an extension of the breakwater to the city line, thus including the whole city front under its shelter. It may be some time before I can do this, as the necessary maps for such study are not yet finished."

Vessel property is moving again and persons from elsewhere are looking about the docks for eligible purchases. Edward Smith, of Brown & Co., has bought the schooner F. M. Knapp of S. Langell and others for $9,000. Captain August Jean, who sailed the barge Sunshine and afterwards the Sweetheart, is interested in the Knapp and will sail her in the lumber trade. It is not known what tow she will go in. The schooner Allegheny, which was bought by the Langell combination, will now take the place o the Knapp in the tow of the propeller S. Langell. The Knapp was built by Parsons at Ferrysburg in 1867, measures 365 tons, rates A2½, and is valued by the underwriters at $9,000.

Robert Holland and others of Marine City have bought the barge Ataunto of G. H. Lamy of Buffalo for $3,500. She was built by Jones in Buffalo in 1861 and has no rating.

The schooner A. Boody, which went ashore on Lake Huron last fall with ore and was released, without being repaired, was sold at auction at Detroit. She is a canaler of 273 tons measurement and is 25 years old.

The retirement of the Phœnix insurance company from lake underwriting proves to be a fact, and includes all water business. Another company will doubtless be secured to take its place.

There are rumors of ore charters at $1.20 from Escanaba, but vessel-men rather discredit the stories, though they say that such a rate would not surprise them.

Captain Joe Blake has hauled the tug Bill Morse ashore and is rebuilding her. She is one of the few stanch and fortunate craft that has scarcely ever needed any repairs worth mentioning.

The schooner S. V. R. Watson, owned by J. H. DeGraff and others of Tonawanda, has been sold to Whittaker and others of Detroit for $18,000. She was built in 1862, measures 191 tons, classes A2, and is valued in the Lloyds at $18,000.

Work on the excavation for the extension to the Wilkeson elevator has continued this week in spite of the cold weather. Part of the extra soil and debris is taken away in wagons and part in cars.

Captain A. B. Drake of the Periwinkle is at the New England hotel, Cleveland, inspecting vessels for the Inland Lloyd's Register.

Captain F. J. Miner of Detroit will sail the schooner Annabel Wilson next season.

The keel of a new propeller, 195 feet long, has been laid by Captain Dulac of Mt. Clemens. She will run between Tonawanda and Manistique.

During the past 24 years 53,122,777 logs have been rafted in the Saginaw district. The number last year was 320,401, being exceeded only in 1886, 1884, and the four preceding years.

PORT HURON.

Special to the Marine Record.

The schooner M. D. Ayers is being entirely rebuilt in Wolverine drydock, and when completed she will be as good as the day she came out.

The barge Sonora has been in Dunford & Alverson's drydock and had steel arches put in her amidships. The Colonel Bracket was the first boat to have that kind of an arch.

The barge W. W. Stewart is in Dunford & Alverson's dock. She will have new arches put in her, and her bulwarks built solid to rail. When completed she will be all O. K. The steambarge Cleveland, which tows the Stewart and Tyson, will be as good a tow as there is on the lakes.

There is a petition in circulation to have Captain Bill Curtis appointed harbor-master at Sarnia Bay, he having resigned his foreign mission at the Reserve.

Carleton & Cole, the new ship chandlers, have donated a room over their store for the sailors to make it their headquarters. They will receive the best wishes of the boys.

Captain Marshal Hoynes Petit has resigned his position as master of the Oscar Wilde, and has accepted command on Dan Russel's pile driver, vice Ed Hule resigned.

Captain D. W. Dana, formerly of the Rhoda Stewart, has quit sailing, will remove to Trenton, Mich., and go into business of some kind. "Davy," we are sorry to lose you, but success all the same.

Captain F. J. Holland, one of the twins, has received the appointment as master of the Porter Chamberlain. The other twin smiles. He has something good for next season; will tell you later what it is.

The barge Norway will be the next to be rebuilt at the Wolverine yard after the Ayer is finished, and then the General Burnside will receive a new steel arch.

The schooner John Sherman that has played an active part in the United States custom service but is now a barge, will receive some extensive repairs at Dunford & Alverson's. The Colonel Braket will be overhauled, and made ready for the spring trade.

The harbor tug O. W. Cheney will be here as usual to assist anyone in need of a tug. Captain H. J. Kendall will command her.

No 4.

MARITIME LAW.

MARITIME LIEN—SUPPLIES—NETS FOR FISHING VESSEL NOT LAUNCHED WHEN CONTRACT MADE—SUBJECT MATTER—MARITIME CONTRACT.

United States District Court, Eastern District of Massachussetts.

1. The contract to furnish necessaries for the use of a vessel during a voyage at sea is a maritime contract, though at the time of making the contract the vessel be not launched.

2. Where a contract contemplates the furnishing of supplies to a vessel in a foreign port it is presumed that a lien on the vessel is contemplated, unless something to the contrary appears.

3. Libelant contracted, before the vessel was launched, to furnish certain nets to the fishing steamer Hiram R. Dixon and sent them to her at a time when she was in a port of another state. The nets not being paid for this suit was brought against the vessel to recover their value. Held, that the contract to supply the nets was a maritime contract, in view of the subject matter, the nets being necessary for the prosecution of the steamer's voyage. That neither the fact that the nets were contracted for, made and furnished on land affected the maritime character of the contract, nor the fact of the vessel not being launched when the contract was made; and as the nets were furnished in a foreign port, a lien was created on the vessel for their value, which should be enforced in this suit.

Benedict, J.

This is a proceeding in rem to enforce against the steamer Hiram R. Dixon a lien for the price of certain fishing nets.

The facts are not in dispute. In 1883, the steamer proceeded against was built at Mystic bridge in the state of Connetieut. In April of that year upon being launched she was towed to New York to receive her boilers and engines. For that purpose she remained in New York until July 4th, 1883, and while there was enrolled, that being the residence of her owner. After her enrollment she proceeded to Bristol, in the state of Rhode Island, and there received her outfit for a fishing voyage as a part of her outfit. For that voyage she received on board the nets in question, and thereafter proceeded to sea, and with them engaged in the business of catching menhaden.

The nets the libelants made to order for this vessel, upon request of Hiram R. Dixon, for whom the vessel was then being built at Mystic bridge. Pursuant to directions from Dixon the nets when completed were sent to William M. Fish, the designated master of the vessel, who was then at Bristol ferry, where the vessel was to be fitted out for a fishing voyage under his direction. Fish received the nets in May, 1883. At this time the vessel was in New York, receiving her boilers and engines. From New York, as already stated, she steamed to Bristol ferry, and thence, after receiving these nets and other outfit, for her intended voyage, she proceeded to sea. The nets not being paid for, the vessel when she arrived in this district was seized in this proceeding.

There is no controversy as to the receipt of the nets and the amount due therefor, but the claimants say the libelants have no lien.

At first they contend that the contract sued on was not a maritime contract, because when the nets were contracted for there was no vessel; the Hiram R. Dixon was not then launched but was merely a hull expected to become a vessel in process of time, but which nevertheless might never become one.

According to my understanding, the contract to furnish necessaries for the use of a vessel during a voyage at sea is a maritime contract, whether at the time of making the contract the vessel be already launched or only about to be launched; and for the reason that in one case as in the other the contract relates to navigation, business and commerce on the sea. In this case the sole object of the contract sued on was to enable this vessel to make a contemplated fishing voyage. The nets were made for this particular vessel, and without these nets the voyage then contemplated could not have been undertaken. They were an essential part of the outfit of the vessel for such avoyage. These features are the elements of a maritime contract.

A seamen shipped for a particular voyage on a new ship then on the ways unlaunched, who should join her when launched and perform the voyage, surely would not be debared from recovering his wages in the Admiralty. But in that case it would be as truly said as in this, that the contract is not maritime because when it was made there was no ship. Many charter parties have no doubt been signed when at the time the ship lay "in the deep bosom of the ocean buried," but could it be successfully contended in such a case that the charter was not a maritime contract? The question is whether the contract enables the ship to pursue her business on the sea. If in the contemplation of the parties to the contract such is the object and if such be its effect, the contract is a maritime contract, although it be the fact that at the time the contract is made the ship is unfit for sea, or even on the ways as yet unlaunched.

It is pointed out by the advocate for the claimants that the contract in question was made on land; to be performed on land; that to construct the nets required three months of time on land; and that the delivery of the nets took place on land. True, but the nets were not constructed to be used on land. They were made to be used in fishing, and by this particular vessel, on the sea. Attention is also called to the fact that when the nets were delivered at Bristol Ferry; the vessel had not arrived at Bristol Ferry; but was taking on board her boilers and engines at New York. She was however expected to arrive at Bristol Ferry; and the master of the vessel there received the nets for the use of the vessel; to which use they were applied when she did arrive. The test of locality is now abandoned. The true test is the subject matter. The subject matter of this contract is the outfit of the vessel for a fishing voyage from Bristol Ferry, and the sole object sought to be attained by the contract was the accomplishment of such a voyage. Such a contract relates directly to navigation, business and commerce on the sea, and is therefore maritime. The contract being maritime, and the nets being necessary for the veesel to enable her to perform an intended voyage and being received on board at Bristol Ferry when she was a foreign vessel, by the maritime law a lien attached to the vessel enforcable in the Admiralty. So also in my opinion an action in personam against the owner could have been maintained in the Admiralty upon the contract when performed.

Again, it is contended that the contract was one for original equipment, and, therefore not maritime. The case of the Thomas Jefferson, (People's Ferry Co. vs. Beers, 20 How, 398) is cited as authority.

In the case of the Thomas Jefferson a contract for building the hull of a ship was held to be a maritime contract. The only reason given is that the contract was made on land to be performed on land, and had no reference to a voyage to be performed. Considering the time when it was made (1857) this decision is to some extent explained by the statement in the opinion that, "the question presented involves a contest between the states and federal government." In the subsequent case of the Cultivator, (Roach vs. Chapin, 22 How. 130,) argued by Judah P. Benjamin, in 1859, a contract for building a ship or supplying engines, timber or other materials for her construction was held not maritime, upon the grounds stated in the case of the Thomas Jefferson, that the contract was a contract for construction, made on land, and had no reference to a voyage to be performed.

These decisions are still law in cases for constructing a ship, made without reference to a voyage to be performed. "The effect of these decisions is not to be extended by implication to other cases." (Ins. Co. vs. Dunham, 11 Wall, 28.) They do not control this case, because the contract for these nets did have reference to a voyage to be performed, and besides was not a construction contract. The nets were to be used on a then contemplated voyage, and the sole object of the contract sued on was to enable that voyage to be performed. When they were received by the vessel she was already constructed, and had made a voyage from New York to Bristol ferry.

As the decisions of the supreme court now stand, wages of shipwrights earned in the building of a steamer; engines and boilers entering into her construction when she is built, if contracted for without reference to a voyage to be performed, are not maritime contracts. The supreme court has yet to hold that contracts to make nets for a contemplated fishing voyage of a fishing vessel are not maritime because made on land and without reference to a voyage to be performed.

Since the decision in the case of the Thomas Jefferson, other courts have held that a contract for sails made for and fitted to a ship when being built, and even a contract for anchors and chains furnished a ship when being built, are not maritime contracts.

As to which cases it may, perhaps, be justly said that without the articles in question the vessel could make no voyage at all. But not everything furnished a ship while being built goes into her construction. Does coal furnished a steamer before she is launched go towards her construction? Are the furnishers of harpoons and lines to a whaler before she is launched builders of the ship? No more are these net-makers.

That fishing instruments are not to be deemed part of the ship itself appeared as long ago as the laws of Oleron. (See Godolphin, London, 1661, Appendix. Containing an extract from the ancient laws of Oleron, No. 25.) And so, as I conceive, has the law remained until this day.

My finding, therefore, is that these nets are constructed for this vessel, in pursuance of a maritime contract, and that they were received by the master at Bristol ferry for the use of the vessel, and that they were necessary for, and actually used by, the vessel in catching menhaden. From these findings it follows that the vessel became bound for the price of the nets, because at Bristol ferry the vessel was a foreign vessel. She was neither built nor enrolled nor owned in the state of Rhode Island.

It is again said that the nets were furnished upon the personal credit of Dixon and, therefore, there is no lien. The contract contemplated the furnishing of the nets to the vessel at the foreign port of Bristol ferry, and it is to be presumed that a lien upon the vessel was contemplated by the parties themselves unless something to the contrary appears.

It matters nothing that the nets arrived at Bristol ferry before the vessel did. They were sent there in anticipation of the vessel's arrival, in order to be put on board her there, and they were there received by her. Nothing in the contract or correspondence is sufficient to show the absence of an intention to sell the nets upon the credit of the vessel. It is, indeed, true that the libellants' order book contains no charge against the vessel, but neither the absence or the presence on the books of a charge against the vessel is conclusive. The omission to mention the vessel in this instance is explained by the fact that the vessel was then unnamed. Here the burden is upon the claimants to such facts from which an intention to rely solely upon the credit of the owner can be inferred, and such facts have not been made to appear. So as to the defence of laches. No laches is shown. Indeed this defence has not been urged in arguments.

My conclusion, therefore, is that the libellants are entitled to recover in this action, against the vessel proceeded against, the amount due, according to the schedules A. and B., attached to the libel, the other items having been waived. For the amount of these two bills schedules A. and B., with interest and costs let a decree be entered.

December 15, 1887.

NAVAL RESERVE.

Since the introduction of house bill No. 1,847 some days ago by ex-Senator Whitthorne, who is now a congressman from the seventh Tennessee district, which provides for the establishment of a naval reserve on the great lakes, there has been an unusual activity among lake carriers to support the measure. The cities of Toledo, Detroit, Cleveland and Buffalo, through their merchants, have indorsed the movement, and last week there was a meeting of the Lake Carriers' Association of Chicago at the board of trade for the purpose of taking action toward carrying forward the same project.

T. T. Morford was called to the chair and stated that the object of the meeting was to consider the feasibility of establishing a naval reserve on the lakes. Lieutenant Caldwell, of the United States navy, was present and was called upon to explain the whole matter, which he did. The lieutenant stated that since Secretary Whitney had strongly recommended the establishment of an auxiliary to the navy that an effort had been made to form a naval reserve, and that he had been sent to examine the vessels along the lakes to report the condition of such craft as could be made available as cruisers in case of necessity. It was proposed to establish a reserve, and if there were no vessels that could be used then certain plans and specifications would be offered to so modify those that might be constructed that they could be used as cruisers. The owners of the vessels were to enter into a provisional contract with the government and give bonds for its safe performance. The vessels so bonded to the use of the government in a case of emergency were not to be interfered with in the mercantile service only for one month in each year, when they would be called upon to go through a drill and inspection. The officers and crews of the reserve were to be divided into three divisions, constituting the reserve artillery, the reserve torpedo corps and the navigation reserve. No guns would be carried, but all arms were to be mounted on shore carriages, and so arranged as to be shipped at a moment's notice, enabling the government to place a powerful fleet on the lakes in a case of necessity. Lieutenant Caldwell cited the fact that, although there were 6,000,000 men available, constituting the militia of the several states, there was no naval militia and that it was quite necessary that at least 400,000 men should be on call to protect the ports of the nation. The naval militia would be instructed by competent teachers and a high grade of naval seamanship would be the result. The pay of the officers of seamen should be a stated amount for the month in each year when they were called upon for drill and inspection, besides a bounty of $50 annually to officers of high rank, $25 for petty officers and $20 for seamen of inferior rating. The owner of the vessel would also be paid for its use.

After hearing the explanation of Lieutenant Caldwell a committee composed of Messrs. Gordon, Spencer, Dunham, Crosby and Burke was appointed to draft appropriate resolutions to present to the board of trade for indorsement.

The monster draw of the International Brige across the Sault Canal and Sault River was first swung into position yesterday dy hand power anb again this forenoon and is working perfectly. Grading south of the draw will be completed today to the railroad yards, and the track will be laid within the next 48 hours. Track has been laid on Canadian approach to within 200 feet of the brigde and it will reach the bridg to morrw.

A lake captain, prominent for his corpulence and impatience, made himself heard in his neighborhood, about a single Flannel Shirt his wife purchased from one of our principal clothing stores. As soon as he attempted to make himself comfortable in this new Shirt he could hardly get into it, being too small in the body, too short, too tight in the sleeves, buttons came off, etc. Contrary to his orders, she *did not* patronize the Boston Dry Goods Store of *Kohn & Co.*, 213 Detroit st., near corner Pearl, the only Retail store in this City, where *they themselves manufacture genuine, home-made Shirts, of Flannel, Cassimere*, navy blue, double and single-breasted *Flannel Shirts*, 54 inches wide, 40 inches long, strongly sewed ☞ *or make them to order* ☜ if you select your own material, for 25c. each, including buttons, etc.

In connection we have ☞ *a merchant tailoring department* ☜ conducted by our son, Jos. L. Kohn, a thoroughly-trained tailor and cutter, who offers to make in first-class style, *perfect fit, best workmanship guaranteed*, fine *Dress Suits, Business Suits, Over coats* for $10 less than any other merchant tailor, because he has no extra expenses for Rent, and does *his own cutting*, (which alone saves $25 per week,) all of which secures him a large patronage. Payments at the convenience of the customers.

☞ Leave your measure for scarlet medicated Flannel Undershirts and Drawers. ☜ Kohn & Co., 213 Detroit st., near corner of Pearl, where every West Side car passes.

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A clergyman, after years of suffering from that loathsome disease, Catarrh, and vainly trying every known remedy, at last found a prescription which completely cured and saved him from death. Any sufferer from this dreadful disease sending a self addressed stamped envelope to Professor J. A. Lawrence, 212 East 9th St., New York, will receive the recipe free of charge.

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FOR SALE.

TUG S. J. CHRISTIAN—Dimensions, 18 by 20, allowed 110 lbs of steam, class A2, depth 7 to 8 feet of water, and is in first class condition. Valuation $7,000. Will sell her for $6,000. For further information inquire of owner, CAPTAIN M. ENRIGHT, 365 Ontario Street, Toledo, Ohio.

FOR SALE.

SCHOONER JOHN M. HUTCHINSON—Built by Quayle & Martin. Capacity, 1,900 to 2,000 tons. Inquire of FRANK PEREW, Buffalo, N. Y.

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SEVERAL steam and tow barges, schooners and tugs; also, three second-hand propeller engines and boilers. Address J. M. JONES, 52 Griswold St., Detroit, Mich.

HARBOR TUG FOR SALE.

THE TUG MYRTLE, of Sandusky, Ohio, for sale cheap. Is in first-class condition. For particulars write to FRED GROCH, Sandusky, O.

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TWO MARINE BOILERS—7½ feet diameter 17 feet long, allowed 90 lbs. of steam R. K. WINSLOW, Cleveland, O.

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A GENTLEMAN of twenty years nautical experience just returned from Europe is desirous of a reengagement of master, mate or first class pilot, on steam or sail vessels. Address MAGNETIC DISTURBANCE, MARINE RECORD, Cleveland, O

FOR SALE.

SCHOONER CITY OF SHEBOYGAN—Rebuilt last fall. Entire new outfit of sails, rigging and cabin furniture For further particulars address F. HERHOLD & SONS, 160 W. Erie St., Chicago, Ill.

TUGS FOR SALE.

TUG WM. E. ROONEY—12 by 12, 100 lbs. of steam, draws 5 feet 4 inches. SYRACUSE—12 by 12, 100 lbs. of steam, draws 6 feet. For further information inquire of SULLIVAN & HUBBARD, Toledo, O

FOR SALE

THE ENGINE now in the tug MUNDY, size 10 by 11. Price $250. Address L. S. DELAND or RUSSELL M. BRADLEY, Bay City, Mich.

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TWO STEAM FERRY BOATS—Will carry fifty passengers each; also, good-will and dock privileges These ferry boats are operated on a ferry line that will clear $1,500 a year. A party interested is not a practical marine man and is engaged in other business, offers for sale entire business or will sell one-third interest to capable party to take full charge of same. Price, $3,900. $2,000 cash; balance on time Write for particulars. Address MARINE RECORD, Cleveland, O.

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FOR SALE, and must be sold quick—Too many partners.
Propeller Benton, A2. Average load, 300M. $28,000.
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TUG ANNIE ROBERTSON—Length 51 feet, beam 13 feet 6 inches, depth 6 feet, engine 14 inches square, and new steel boiler 1st August, allowed 125 lbs of steam. For further information enquire of LAY BROS., Sandusky, Ohio.

FOR SALE, the passenger steamer M. E. MINTER, 13 tons net, 60 feet long over all, 18½ feet beam, 4 feet depth of hold. Engine 10x12, Scotch type boiler 4½x8. She is fully equipped for the passenger business. Terms, $2,000. Address, CAPTAIN RICHARD CONNELL, Muskegon, Mich.

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THIS SCHOONER classes A2, and is 434 tons burden. Her carrying capacity is 850 tons of ore or 580 000 feet of lumber Address J. F. GREEN, Willoughby, Ohio.

FOR SALE—A STEAMBARGE—260 tons register, 150 feet keel, 29 feet beam, 12 feet 3 inches depth of hold. Two engines 10 by 36 high pressure, 26 by 37 low pressure, compound twin screws. Boiler 16 feet 6 inches by 8 feet. Steambarge, engine and boiler all in excellent condition. Apply to WILLIAMS, Branch Office, MARINE RECORD, 252 South Water St., Chicago, Ill.

FOR SALE

THE powerful tug J. W. Bennett. Length over all 95 feet, breadth 17 feet, depth of hold 9 feet, draws 9 feet of water. Engine 22 by 24. For prices and information address SANDUSKY STEAMBOAT & FISHING CO., Sandusky, Ohio.

FOR SALE

THE TUG CAL DAVIS—Over all 65 feet, beam 14 feet, depth of hold 6½ feet, draws 7 feet of water. Has boiler allowed 90 pounds of steam, outboard shaft (no engine.) All in good condition. Price, $1,200. For further information address HENRY LAY & CO., Sandusky, Ohio.

SCHOONERS FOR SALE.

THE ERIE & WESTERN TRANSPORTATION CO. will receive bids for the purchase of either or both of their two schooners Schuylkill and Annie Sherwood. The Company reserves the right to reject any or all bids. Bids will be received to and including February 1, 1888, by E. T. EVANS, Western Manager, Buffalo, N. Y.

FOR SALE.

SCHOONER VERNIE M. BLAKE—For sale cheap. Capacity 60 tons; dimensions, keel 55 feet, beam 19 feet 6 inches, depth of hold 5 feet 6 inches. Address 22 Territt street, Cleveland, O.

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SCHOONER MAJOR N. H. FERRY—Class A2, 171 tons, carries 200,000 feet of lumber on 8½ feet draft. Was thoroughly rebuilt three years ago and is in first class condition. Apply to MILLER BROS., 26 Market St., Chicago, Ill.

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The Scow-Schr. Sippican.

Length 96 and 2-10ths feet, breadth 24 feet, hold 7 feet, (as per enrollment.) Capacity, 175M lumber under sail on draught of 8 feet. Largest cargo ever aboard, 212M feet lumber, Grand Marias to Tonawanda. In first-class order, rat s B' new main and fore sails last fall, needs no repairs. Vessel now lying at New Baltimore, Michigan. For further particulars, address GILBERT HATHEWAY, Agent, MRS. E. L. HATHEWAY, Administratrix, New Baltimore, Mich.

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Two Steeple Compound Marine Engines, Cylinders 12 and 20 by 16 stroke.

These are under construction and can be completed on short notice. Will furnish BOILERS with these if desired. For prices, etc., address PHŒNIX IRON WORKS, Port Huron, Mich.

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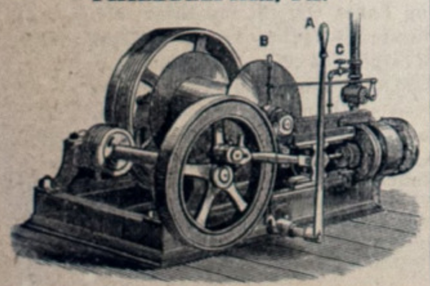

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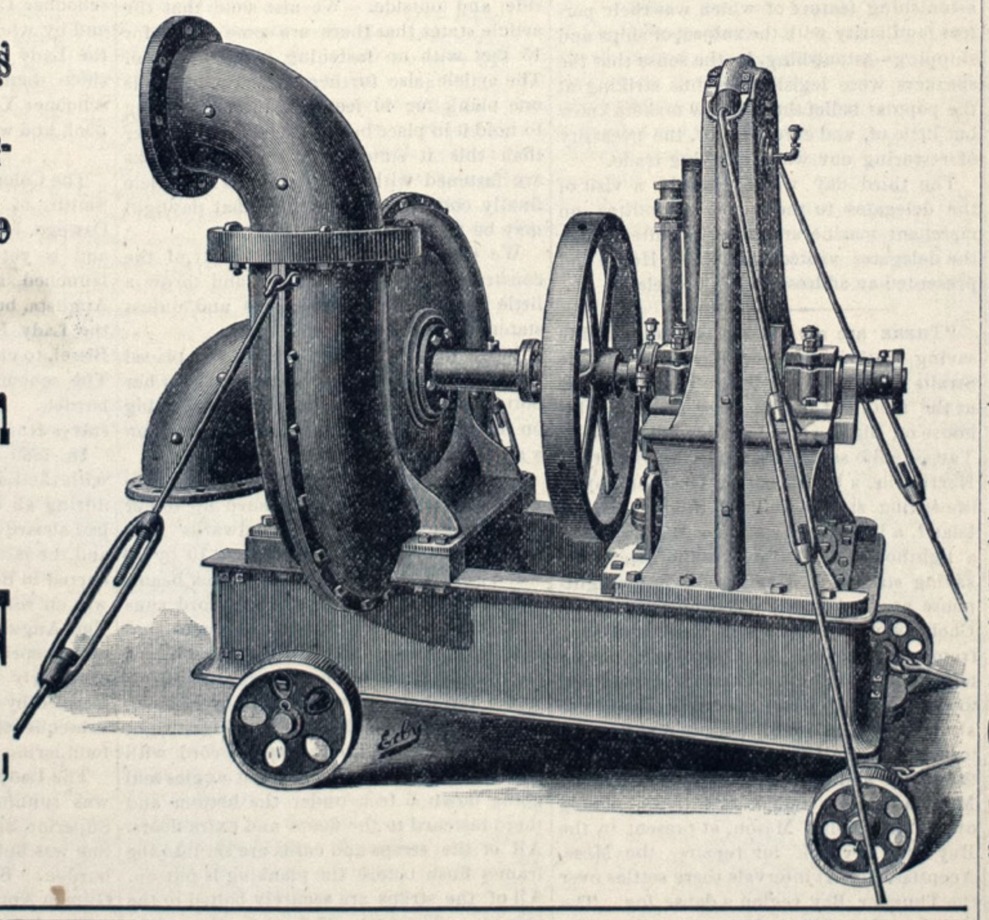

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., THURSDAY, JAN. 26.

LAKE CARRIERS' ASSOCIATION,

TO CONSIDER AND TAKE ACTION UPON ALL GENERAL QUESTIONS RELATING TO THE NAVIGATION AND CARRYING BUSINESS OF THE GREAT LAKES AND THE WATERS TRIBUTARY THERETO, WITH THE INTENT TO IMPROVE THE CHARCTER OF THE SERVICE RENDERED TO THE PUBLIC, TO PROTECT THE COMMON INTEREST OF LAKE CARRIERS, AND PROMOTE THEIR GENERAL WELFARE.

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MARINE RECORD—OFFICIAL PAPER.

THE SHIPPING LEAGUE.

This association met in Washington last week and was a perfect success in point of attendance. The importance of a strong organization like this one can not be overestimated.

The convention was called to order by President Joseph Wheeler, of Alabama, who, after his opening address and a prayer made by the Rev. Dr. Leonard, asking for divine guidance which might lead to the welfare and development of American shipping, introduced Mr. Horatio King, who welcomed the convention to Washington. Among other things Mr. King said that he was pleased that such a body of men had prepared to storm the citadels of congress and letters of encouragement and numerous telegrams were received from different parts of the country. Mr. Hill read a letter from Admiral Porter which was received with great applause. The admiral said that the issue advocated by the league appealed to every industry within the borders of the United States, and referred to no matter of more importance at this moment than the tariff, or free trade, or the surplus in the treasury. The latter is only a temporary inconvenience which can easily be adjusted, and, no doubt, within a few months, means will be taken to return the surplus revenue as a circulating medium among our people, who will be no loser in the end. The enormous sum of $160,000,000 a year for the past ten years has been taken out of this country in gold, and has gone into the pockets of foreigners without any appreciable returns from the steamship companies. The surplus in the treasury, he thought, compared with this great outgo, was of small importance. "But a few years ago," continued the admiral, "France, Germany and Italy were dependent on Great Britain for building their large ocean steamships, but by means of this great outgo from the United States they have been able to declare their independence and to build up their own extensive shipyards. Had our representatives taken our merchant marine in hand ten years ago and given it the support that has been given by foreign powers to their shipping, we might at this time share equally with Great Britain in the profits of this great industry and supply the world with a class of vessels constructed of better material than those of other nations, and although the cost of labor might be greater in the United States, the superior quality of our ships would more than compensate for the difference.

"The restoration of our mercantile marine is inseparable from the rehabilitation of our navy. The two undertakings must go hand in hand if we wish either to succeed. Referring to his report to the secretary of the navy during the present years, the admiral said that congress should pass a tonnage bill, and give ships propelled by either sail or steam, built and owned in the United States, and under the American flag, thirty cents a ton for each 1,000 miles traversed in sailing to foreign ports. There could be no cry of 'monpoly' here, because this law would act upon all vessels alike, besides which the country could well afford to pay six or eight million dollars a year for the encouragement of the building of lines of very fast steamers under the supervision of the navy department, which could be used in case of war as commerce destroyers, troop ships or transports."

This shipping league is a matter that our lake carriers should take an interest in, for the reason that it is an attempt on the part of owners of vessels to better their condition. We do not hold that our circumstances can not be improved outside of this association, but do believe that the association can forward the interests of water carriers. It is believed that the lake carriers, on account of the limit of their latitude, have more real trouble in navigating their boats than any other class of seamen, and it is possible that the supposition is right.

But to return to the proceedings of the shipping league, we will say that they were of the utmost importance to navigation.

In the afternoon, several gentlemen continued the five-minute addresses, and in the evening a public meeting was held, which was well attended by ladies, who listened with much attention to the orators, and with evident pleasure to the music at the close of the speeches. The orators of the evening were the Hon. Wm. Whitthorne, of Tennessee, Hon. C. B. Felton, of California, Gen. Chas. E. Hooker, of Alabama, the Hon. Orlando B. Potter, of New York, and the venerable Frederick Fraley, president of the Boston board of trade.

These speeches, as may well be imagined, furnished not only an intellectual treat, but plainly showed the pressing need of rehabilitating our merchant marine—not the least astonishing feature of which was their perfect familiarity with the subject of ships and shipping—astonishing, in the sense that the speakers were legislators—thus striking at the popular belief that our law makers know but little of, and care less for, the necessity of restoring our water carrying trade.

The third day was opened by a visit of the delegates to the house committee on merchant marine and fisheries, after which the delegates visited the White House and presented an address to Mr. Cleveland.

"THERE are several lighthouses and life saving stations between Bay City and the Straits of Mackinaw. There is a lighthouse at the mouth of the Saginaw river, a lighthouse on Big Charity Island, a lighthouse at Tawas, a life saving station in the vicinity of Harrisville, a lighthouse at Thunder Bay, a life saving station and lighthouse at Sugar Island, a life saving station at Middle Island a lighthouse at False Presque Isle, a life saving station at Hammond's and a lighthouse at Cheboygan. Ten miles north of Cheboygan lies Spectacle Reef, and it is from this point to Cheboygan that a telephone is desired. There is everything to favor the project. Spectacle Reef is so situated that its light illumines a vast territory. Presque Isle is the point that agitates the body and mind of the lake navigator. Many a boat has met its fate there, among others the Nellie Mason, at present in the Bay City drydock for repairs, the Moss, Acontias, etc. At intervals there settles over the Thunder Bay region a dense fog. The fog gives the seamen any amount of trouble, and is the usual cause of wrecks on Presque Isle.

A DISPATCH from Washington says: Hon. Richard C. Parsons arrived from Cleveland and is staying at the Ebbitt. He is here to procure needed legislation for the greater security of lake navigation and represents the Cleveland vessel owners' association, and many boards of trade of cities upon the lakes. As soon as the lighthouse board and other naval authorities indorse his plans he will ask the river and harbor committees of the house and senate to make the necessity appropriations to carry them into effect. The terrible losses last year of life and property upon the lakes have aroused the interest of vessel owners to the imperative necessity of congressional legislation in erecting new lighthouses, fog signals, life saving stations, and making better channels. The action taken by several boards of trade upon resolutions passed by the Cleveland vessel owner's association some time ago has been received and presented to the house and senate by their respective representatives and senators.

THE first tilt over the canal question occurred in the house Tuesday afternoon, when Mr. Young, of Marion, introduced a bill providing for the sale of the Walhonding, Hocking and a portion of the Ohio canal, including all the branches that do not pay. Mr. Holcomb, of Morgan county a staunch supporter of the public works of Ohio, as soon as the bill had been read, at the clerk's desk, moved that it be rejected. This brought out a short but pointed debate. Mr. Poorman thought the best friends of the canals were those who favored lopping off the non-paying branches, while Mr. Young desired an opportunity to show that there was nothing pernicious in his measure, Mr. Holcomb said he was opposed to abandoning one foot of the canals now or at any other time. The motion to reject the bill was lost, but Mr. Holcomb was heartily cheered for his stand in opposition to the bill, and it will surely meet a determined opposition when it comes up for passage.

THE fortification of our sea coasts and the creation of a navy that would encourage our commerce and enable us to cope at least with Peru, is another living issue. If it were pushed it would then be seen whether after all a considerable part of our surplus was not needed for the general defense and the public welfare. There is also the encouragement of our merchant marine, the recovery of our lost carrying trade, the opening of profitable commerce with the South American states and finding a market there for our manufactured articles. These are American issues, and will teach the spirit of Americanism, which longs to make itself felt in the world. We might also begin to deal intelligently with the Indians.—*Hartford Courant.*

THE BULGARIA.

WEST BAY CITY, January 23.

To the Editor of the Marine Record:

We notice in your paper of the 19th inst. that the steamer Bulgaria has a large force of men working on her, and that it becomes necessary to square fasten her all over inside and outside. We also note that the article states that there are some planks for 15 feet with no fastening at all in them. The article also further states that there is one plank for 40 feet and there is nothing to hold it in place but one spike; and further than this it states that the main decks are fastened with cut nails. The article finally concludes by saying that daylight may be seen through her calking.

We wish now to speak in behalf of the construction of the Bulgaria, and throw a little light on these outrageous and unjust statements, and to correct them.

In the first place, the Bulgaria was placed in Miller's drydock to replace plank on her bottom, which were destroyed by her getting on the rocks at Bar Point, and also to put on a new wheel.

In regard to the construction of the Bulgaria will say that she is framed up to her rail height, and has solid bulwarks both inside and outside, and a heavy 10 by 10 waterway is notched onto both deck beams and frames. The fore and aft cord runs under the rail at the head of the frames, and is 10 by ¾ steel. She also has an arch cord running from the forefoot forward to underneath the shaft aft, which is 10 by ⅞ steel. She also has diagonal straps running at right angles and fastened to the upper cord with two rivets, and crossed at right angles and going down 6 feet under the bottom and there fastened to the floors and extra floors. All of the straps and cords are set into the frames flush before the planking is put on. All of the straps are securely bolted to the frames. The arch cord and the main cord have four holes drilled in them for each frame, and four ⅞th holes are bored through frame and ceiling, and when the planking is put on the outside the holes are bored from the inside through the outside planking, and ⅞th bolts are driven from the outside, through planking, straps, frames, and ceiling, and forelocked on the inside. But where the arch cord crosses the shelf pieces and deck beams it is impossible to bore from the inside, and we bolt the cord to the frame, and where the plank crosses such a place we are unable to get through fastening, in which case we thoroughly edge-bolt, as is done in fastening a center-box.

The Bulgaria's ceiling is all thoroughly edge-bolted between every frame with ⅞ths iron. Her outside planking is also edge-bolted with ⅞ths iron between every frame, from her bilge to her rail. Two ⅞ths bolts are driven from outside planking in every frame, and there are also two spike in every frame to make square fastening. On the inside all of the bilge keelsons are square-fastened with four ⅞th bolts in every frame, and all her bilge keelsons are notched on to frame three inches. Her fore and aft stringers are also notched on to deck beams.

In regard to main deck being fastened with cut nails, as the article in your paper of the 19th states, will say that her lower deck is made of pine, 3 inches thick and 5 inches wide, and it is fastened to the deck beams with 5-inch steel spike, and nicely plugged. The upper decks are fastened with 5 inch wrought spike.

In regard to her calking will say there are six threads driven and hawsed three times, and the oakum driven was the best. The job was done on the steamer and particular effort was made to thoroughly cut all of the butts so they could be well filled with oakum, and in places where six threads of the oakum did not fill the seam, enough threads were added to fill them. If she is being calked it is very unnecessary.

The Bulgaria is one of the best built and equipped steamers on the lakes. Money was not spared to give her all of the latest improvements. She has a fore and aft compound engine, steel boilers, American Providence steam windlass and capstan forward, steam capsain aft, deck hoister, and steam pumps. Her cabins are also furnished with rare elegance. Building a steamer as described above, with all her improvements and her entire cost embracing a fortune, it would have been the height of folly for me to have neglected fastening a few planks by not putting in a few bolts when we are getting our iron for less than 2 cents per pound.

The statements concerning the Bulgaria in your paper of the 19th inst. does her an injustice, and reflects upon the inspector, her owner, and her builder I make this explanation through your columns to correct the wrong impression that your article conveys, and if you will insert this letter in your paper I will thank you very much.

Yours very truly,

JAMES DAVIDSON.

HISTORICAL SCHOONERS.

EAST ROCKPORT, O., January 19.

To the Editor of the Marine Record:

Will you please give in the columns of your valuable paper, a short history of the schooner Colonel Cook, where she was built and by whom was she owned at the time of the Lady Elgin disaster, and her voyages since then. Also, state who sailed the schooner Yorktown on her voyage to Liverpool, and who owned her at that time.

READER.

The Colonel Cook is now owned by Mr. P. Smith, of Cleveland. She was built at Oswego, by Navaugh in 1855, is rated B1, and is yet in good condition. She was launched at Oswego under the name of Augusta, but her unfortunate collision with the Lady Elgin prompted her owner, Mr. Bissel, to change her name to Colonel Cook. The schooner under discussion is 253 tons burden. In 1858 she made a trip with staves from Detroit to Liverpool.

In 1860 the schooner Augusta collided with the Lady Elgin, Captain Jack Wilson, during an excursion when the latter boat had aboard a great number of excursionists, and the latter was sunk. This disaster occurred in September while the Lady Elgin was en route from Chicago to Milwaukee. The Augusta was damaged only by the loss of bowsprit and stem, and arrived at Chicago early next morning. She was commanded by Captain D. N. Malotte, who was subsequently lost with his crew by the foundering of the Mojave in Lake Michigan.

The Lady Elgin, up to the time of her loss, was running between Chicago and Lake Superior, and had been plying nine seasons. She was built at Buffalo and was 1037 tons burden. She was first sailed by Captain Gilman Appleby.

The Augusta was owned by G. W. Bissell, of Detroit, who changed her name soon after the disaster with the Lady Elgin to Colonel Cook, and sent her on an ocean voyage, with staves, from Detroit to Liverpool. The Colonel Cook is still in commission. This was the second vessel owned by Mr. Bissel named the Colonel Cook, the first one having been wrecked in the St. Lawrence. The Augusta, soon after the collision, under the name of the Colonel Cook, made an ocean trip under command of Captain Humphrey, with wheat from Milwaukee to Liverpool. The number of passengers lost with the Lady Elgin when she was sunk by the Augusta was 388.

It is impossible at this time to state who owned and sailed the Yorktown on her ocean voyage.

CONGRATULATIONS.

CHICAGO, January 12.

To the Editor of the Marine Record:

We see in the MARINE RECORD of this week that in regard to uniform steering rules, the votes called for, have decided very much in favor of straight chains. This is as it should be, and will make steering alike on steam and sail vessels. It is a triumph of common sense over prejudice, and the folly that would so long tolerate confusion, when it is known that crews are changing from one class of boats to the other continually. It is to be hoped the supervising inspectors will submit gracefully to the wishes of the majority of lake men and make straight chains the rule and the law.

We think you and we may consider ourselves the pioneers in this movement. It is not unreasonable to suppose that our letter, written last winter, over the signature "Steamboat," in regard to the Oregon-Alaska collision in Detroit river, and your editorial on the subject, brought about the discussion in the columns of the RECORD, which has resulted in the influential vote of yesterday.

So with the uniform code of signals for working engines. We wrote you on that subject over the signature of "Hilton." You commented on it, different opinions were subsequently expressed through the RECORD, and whether we had anything to do with the matter or not, it is certainly gratifying that on the opening of navigation uniform signals was the law.

I think it will be conceded that the reforms the RECORD has brought about lessens greatly the chances of collision, and will bring much mental relief to officers at both ends of the boat.

STEAMBOAT.

NEW SHIPS.

Despite the fact that the past season witnessed the completion of a large number of first-class vessels along the line of lakes, the coming season is likely to eclipse all previous records. The MARINE RECORD has compiled an interesting table, showing the capacity, measurements and value of new tonnage now under contract, from which we gather that there are now under way forty-four steamers, with tonnage ranging from 255 to 2800, and seven schooners whose tonnage ranges from 506 to 2000. The greater part of the new steamers reported is, however, of the larger size, at least fourteen being valued at upwards of $200,000, two going as high as $350,000, each, and the majority of the larger class closely approximating $250,000. Eighteen of these vessels are now under contract at Cleveland shipyards, the remainder being distributed along the lakes from Buffalo to Milwaukee. The aggregate new tonnage so far contracted for is put at 75,661, the total value being $6,615,000. Singular as it may appear at first sight, Ohio has more extensive ship-building interests than the time-honored ship-building state of Maine.—*Iron Trade Review.*

Following is a list of vessels built in the district of Chicago during the year 1887:

Class and name.	Gross tonnage	Net tonnage.
Tug Ruby	33.32	16.66
Tug Unadilla	26.69	15.95
Propeller Ruatan	46.32	36.97
Schooner-yacht Countess	76.31	72.49
Steam-yacht Thistle	49.14	28.56
Total, five vessels	231.78	170.53

The following statement shows the class, number and tonnage of vessels laid up in Chicago at the close of navigation, 1887:

Class.	No.	Net tonnage.
Propellers	92	77,356
Schooners	260	75,746
Tugs	41	1,151
Steam canal boats	4	197
Sail yacht	7	87
Total	404	154,528

The following are the statistics of the life saving service for the ninth district, embracing Lakes Ontario and Erie: Number of disasters, 53; value of vessels, $172,565; value of cargoes, $48,265; total value of property, $220,830; number of persons on board the vessels, 271; number of persons saved, 268; number of persons lost, 3; number of ship-wrecked persons succored at life saving stations, 10; number of days on which succor was afforded, 10; value of property saved, $190,060; value of property lost, $30,770; number of disasters involving total loss of vessels, 2.

THE PRESERVATION OF IRON AND STEEL SHIPS.

The inner surface of the side and bottom plating in the earliest iron ships was protected by paint only against corrosion and such other wasting influences as might operate on the interior of the vessel. It seems to have been considered at that time the greatest wear and tear would take place on the outer surface of the vessel below the water line, and that it was sufficient on the inside to simply paint the surface of the iron, and lay close ceiling upon the frames as high as the upper turn of the bilges to form a plattorm for the cargo and keep it clear of the bilge drainage. But ship owners were not long in discovering that whatever might be the ultimate durability of the bottom plating, the wear and tear from corrosion proceeded at a much more rapid rate on the inside than upon the outside of the vessel. This was seen to be particularly the case in the flat of the bottom, where the inner surface of the plating and the rivet heads were exposed to the continual wash to and fro of bilge water with every roll of the vessel. This action was much intensified when hard substances, such as fragments of ballast and lumps of coal or other portions of cargo, found their way into the limbers; and as these accidental droppings through holes in the ceiling, or by reason of inattention when limber boards were lifted, proved to be of common occurrence, it became evident that some steps should be taken to provide greater protection to the inner surface than was afforded by two or three coats of paint. Among other means which were adopted, the employment of a thick layer of asphalt seemed for a time best calculated to meet the circumstances of the case. But after a time it was found that asphalt was not a stable protection, especially in the machinery spaces of a vessel. With moderate rise of temperature the asphalt became sufficiently fluid to run and when a vessel had much rise of floor the protecting material would slowly leave the bilges and accumulate towards the middle line. Even the increase in temperature of such cargoes as grain or wool when stowed in the hold would at times be sufficient to soften the asphalt, and consequently expose a large area of the bottom plating, with its rivets and butt straps, to the wasting action of the bilge water and whatever hard substance might happen to be lying in the spaces between the frames. Ultimately, after trying various materials, the shipping community by common agreement pronounced Portland cement to be the most trustworthy substance with which to protect the horizontal portions of the inner surface of an iron ship's bottom. At the present day scarcely any other covering than this is employed, the only variation being in the proportion of sand which is added to the cement and in the extent to which such substances as brick, broken tile, and coke are incorporated with the cement at places requiring a more than ordinary thickness of the protective material.

The internal structural arrangements in the early iron ships were very simple, so that when the inner surface of the bottom and the frames below the bilges were well plastered with Portland cement, and the remainder of the ironwork was thoroughly painted, as much was done as appeared necessary to avert wasting through corrosion and attrition. Competition for cargoes was not so keen in those days, and freights were sufficiently high to render shipowners comparatively indifferent regarding the weight of cement carred in the bottoms of their ships. It was not at all unusual to pour in cement between the floors to a height of 5 inches or 6 inches at the middle line, and to place at least an inch of cement where it was thinnest at the bilges. An advantage was found in this, inasmuch as a flush surface was prepared level with the limber holes in the floors, upon which the water in the limbers could flow freely to the pumps. Moreover, with such a great thickness of cement to be worn through before reaching the skin plating, the presence of hard substances in the frame spaces became a matter of comparative indifference. It was when the cement was thickly applied to this extent that recourse was sometimes had to broken bricks, tiles, and coke, to economize both in regard to cost and weight. At the extremities of the vessel, in particular, spaces not sufficiently accessible to be kept properly clean and painted were, and still are, filled with a conglomerate of this kind.

On the interior of the vessel, where exposed to bilge water or to water ballast, paint is of very little use. Most shipowners have coated the surfaces at these parts with cement wash," or, in other words, with a very fluid preparation of Portland cement laid on with a brush. The same kind of coating has often been laid upon the upper surface of inner bottom plating, and with fairly good results. Elsewhere within the vessel iron or steel work should be painted, the thoroughness of the painting and the number of coats applied being of greater importance than the nature of the paint itself, which may be red lead, iron oxide, or white zinc, just as suits the taste of the person paying for it.

Although cement wash has proved a fairly satisfactory protection to the iron or steel work at the parts already referred to, yet recent experience tends to show that more advantageous results follow the use of Stockholm tar and Portland cement. The surfaces coated must in all cases be free from oxidation and quite dry. If at all damp, the intended protection rapidly falls off. The surfaces are first coated with Stockholm tar, and at once sprinkled with dry cement powder until as much cement is applied as will stick to the tar. The tar and cement speedily amalgamate and slowly set; when set, the protection is quite hard and wholly impermeable to water. The upper surfaces of inner bottoms may advantageously be covered with this protection, more especially when under engines and boilers. Indeed, the wear and tear to inner bottom plating below machinery and boilers has been found to be so great that in all probability the placing of double bottoms at that part of the vessel will, to a large extent, be avoided in the future. The wasting of double bottoms has become a serious question with the owners of some lines of steamers and with the committee of Lloyd's Register. Unless some means can be taken to check the corrosive action which is so destructive at that part of the vessel, it will be necessary to add considerably to the scantlings in order to provide a sufficient margin for possible and probable deterioration. The Stockholm tar and Portland cement remedy appears so far to meet the necessities of the case, and it is to be hoped that further experience will confirm present expectations regarding it.

Uncovered iron and steel decks continue to waste at a rapid rate, despite all the attempts hitherto made to check corrosive action. Coal tar and black varnish seem only to make matters worse, and the let alone policy appears so far to be as good as any. Singularly enough, the more traffic there is on an iron deck, the less wear and tear is found to be. At the sides of large hatchways, for instance, the corrosion is less than at parts of the deck where men seldom walk. It is not difficult to explain this phenomenon. As is well known, oxidation of iron progresses most rapidly in the presence of existing rust. The rust of copper prevents further corrosion, and only by the constant exfoliation on the surface is the bottom of a copper sheathed ship kept clean. If that exfoliation is checked, the substance of the copper is preserved from wasting, but at the cost of a foul bottom. With iron the case is different. Oxidation engenders further oxidation, and hence the necessity for frequently scaling the surface of iron which is permitted to oxidize at all. The wear and tear of traffic near the hatchways wears away the scale of rust as it is formed, and consequently corrosion proceeds more slowly there than elsewhere on the iron deck. The constant falling of salt water on the deck is undoubtedly the cause of its rapid corrosion, and up to the present time no means appear to have been successful in keeping the water from acting on the surface of the iron. Probably, the Stockholm tar and Portland cement remedy would be as efficacious as any if it were hard enough to endure, but that is doubtful. Under present circumstances, the best course seems to be to scale the deck frequently, and so imitate at all parts of the surface the action which nominally operates so advantageously at the sides of the hatchways.—*The Engineer.*

THE TRANSFER BARGE CYCLONE.

The American Elevator and Grain Trade says: Our readers have noticed in the past two years occasional references to the pneumatic transfer barge, Cyclone, and the work it is intended to perform. We can also state that our readers have probably noted ample reason given in our columns why just such a device is needed as a check upon the toll houses at Buffale and New York city. It was therefore with no little pleasure that we lately met with the inventor and builder of the Cyclone, Mr. Lyman Smith.

Mr. Smith was formerly a resident of Kansas City, but of late his address has been the Cyclone. The barge was built at Cleveland, and after being thoroughly tested was taken to Buffalo where it now is. It is 82 by 36 feet in size and has two engines, 16 by 24. The accompanying illustration gives a good idea of the barge's general appearance, though faulty in details.

"It has been demonstrated by actual test, said Mr. Smith, just what can be done by this principle. I am ready to enter into a contract to transfer 500 bushels of grain per minute with a 15 inch pipe. With a pipe 20 inches in diameter I will contract to transfer 1,000 bushels of grain per minute. This is not a paper estimate, but is based on the actual performance of the Cyclone.'

"Is the barge open to visitors who might wish to investigate its work? That is exactly what I want. She is on exhibition at Buffalo, and there is where her capabilities and the value of the pneumatic principle should be discussed. There is no argument that argues so well as performance; and that is the only argument that will appeal to a skeptically inclined person accustomed to the enthusiasm of inventors. The Cyclone's performance has been witnessed by such well known business men as O. B. Potter and F. B. Thurber of New York, and dozens of others, including men of the highest recognized mechanical ability; and, as you will observe from their letters, they all speak in emphatic terms of what they witnessed. Not only can the Cyclone lift grain, but she has lifted and transferred such substances as pig iron. In fact, one must witness an exhibition of this kind to fully realize the capabilities of this pneumatic principle."

"Does this pneumatic transfer injure the grain in any way?"

"Decidedly not. Right here is where the misapprehension is likely to arise in the minds of those who do not see the principle in operation. We have lifted a 130 pound cannon ball through the pipe without its injuring the pipe Pig iron leaves no mark on it, even where it ascends the pipe at an angle of 45 degrees. In fact, the substances lifted do not touch the pipe."

Here Mr. Smith has explained the principle, how the air acts as a cushion, and also why he has named his idea the Cyclone; for the principle operating in his device is the same as causes the terrific storms which have popularly been termed cyclones. Only in his barge this terrible power is under perfect control. Jackson and Edison subdued the lightning to man's service, and Mr. Smith has evidently done the same thing with the wind storm.

Mr. Smith has obtained seventeen patents on his various pneumatic devices, and while not in the least a visionary, he is convinced that the people will recognize the value of his invention. He invites full investigation of the Cyclone, which has already been given it by business men and practical men of Cleveland, Buffalo and New York.

OHIO'S SHIP BUILDING RANK.

The Sacramento, Cal., Record Union comments at length upon the figures recently published in this paper, "the Cleveland Leader," showing that Cleveland alone built more tonnage in the year 1887 than the whole state of Maine, and concludes its editorial as follows:

The school boy if asked to turn over his geography and ascertain what are leading industries of Maine and Ohio respectively, will reply that Maine is noted for its ship building, but he will not find that credit is given to the inland state of Ohio for a ship building industry of much value. The truth is, that the importance of the commerce and marine service of the great lakes is not really so generally understood away from the lakes as it should be. Yet Ohio is by no means the leader of the lake states in ship building. At least three other states probably surpass her. But it will certainly be a revelation to most people to learn that the Buckeye State "takes the broom" from the Pine Tree State in the matter of building vessels for commerce.

Our Pacific slope contemporary is justly impressed by the general greatness of lake vessel building and shipping interests of all kinds, but it errs in supposing that the magnificent figures of Cleveland shipyards can be beaten anywhere else on the chain of lapes. There is no other lake state which surpasses Ohio in ship building. Thd prospective tonnage constructed on the Cuyahoga alone in 1888 will exceed that of all the five or six ports in Michigan at which vessels are built, and no other state save that one has any business to compare its ship building with Ohio's. The time was when Buffalo and its suburb, Tonawanda, just down the Niagara river, beat Cleveland and all Ohio, but they have long since been distanced, and Wisconsin has not yet become a serious rival of Ohio. This state, which means Cleveland, not only beats Maine, but also every other lake state in ship building.

The above notice and many others which we have found during the past week reminds us very forcibly of the inhumanity of man. We were at great labor to learn the facts in regard to the new tonnage, under contract on the lakes and do not deserve to have the prestige taken from us and given to a paper that was provided by the RECORD with the figures. We acknowledge that the marine editor of the Cleveland Leader gave us credit for the compilation under question, but think that it could have been done in such a way that the MARINE RECORD would have received due credit for it. In order to favor the Leader, we gave it an advanced proof sheet of the table under discussion. Instead of giving the MARINE RECORD credit for it, the editor man of the Leader said the table would be printed in the MARINE RECORD to-morrow, leading its readers to think that we would copy it from the Leader. We desire to say right here that the table referred to of tonnage under contract, was prepared by the editor of the MARINE RECORD, that it is correct and that it was given to the daily papers in strict confidence, hoping that they would give us due credit for it.

Meteorological summary for the week ending January 25, 1888:

Mean barometer	30 31
Mean temperature	14.5
Mean humidity	80.4
Total precipitation	.50
Prevailing direction of wind	W.&S.E.
Total wind movement	1509
Av. cloudiness	6 3
Av. state of weather	Fair.
Max. temperature, highest	34.8
Min temperature, lowest	1.5

W. H. HAMMON, Sergt. Signal Corps, U. S A.

[*Around the Lakes Continued from 1st Page.*]

SANDUSKY.

Special to the Marine Record.

Mr. A. Wehrle, Jr., has just returned from Detroit, where he has been, overlooking the repairs being made on the steamer Jay Cooke. He reports everything satisfactory. There is some talk of changing her name.

Messrs. S. B. and F. A. Hubbard, of this city, have sold the barge Wend-the-Wave to Messrs. John Hollywood and John Hern, of Bay City, Mich.

U. S. Collector J. J. Finch has kindly furnished us the following statement showing business transacted in each of the customs districts located on Lake Erie. It is taken from the report of the supervising special agent to the secretary of the treasury, for the fiscal year ending June 30, 1887:

Domestic.	Vessels Ent. Foreign.	Vessels Ent. Domestic.	Vessels Cl'd. Foreign.	Vessels Cl'd. Domestic.	No. of Ent'd of Foreign Mdse	Value of Domestic Exports.
Buffalo, N. Y.	910	3518	917	3512	12677	$3,838.00
Erie, Pa.....	29	336	31	347	44	None.
Cleveland, O..	426	3747	460	3746	989	3,181.97
Toledo, O.....	215	1532	230	1516	116	7,780.33
Sandusky, O..	539	1534	545	1555	570	2,395.97

For the calendar year ending December 31, 1887; Sandusky had: Vessels entered, foreign, 606; domestic, 1725. Vessels cleared, foreign, 585; domestic, 1740. No. of vessels entered, foreign merchandise, 595. Value of domestic exports, $233,455. C. G. S.

OSWEGO.

Special to the Marine Record.

The schooner Nassau, the last of the old Mott fleet, of this port, has been sold to Mr. Hurley, the Detroit coal man; consideration, $7,000.

Captain John Hurley, of this city, long in the employ of M. J. Cummings as a vessel master, will command the propeller Empire, of Detroit.

Captain William Griffin will command the steambarge Monteagle, of this port next season.

Captain P. Griffin will command the steambarge building for Mr. M. J. Cummings at Detroit.

The fine yacht Ella has been sold to Dr. Judson for $500. She will remain a member of the Oswego fleet. N. B. Stone will replace the Ella by a new and fast yacht by the builder of the Ella, which will be a handsome addition to the Oswego fleet.

The Ottawa and Montreal Forwarding Co. is building a steel side-wheel steam passenger boat, with beam engine. This boat is being built to run from Alexandria Bay to Kingston, Ottawa and Montreal and up the St. Lawrence to the place of starting. Her route will be the same as the Ella Ross, but will run the opposite way. L.

KINGSTON.

The new boats of the Niagara Navigation Co.: The Cibola, a side wheeler, will be on the lake about the 1st of June, and will run to Niagara as a sister boat to the Chicora. The Mascassa, the new steel boat being built in Glasgow, will run between Toronto and Hamilton, in place of the Southern Belle, which, after being refitted and strengthened, will run between Belleville and Rochester.

A new propeller will be put on the Welland canal route, in place of the Columbia, lost last year.

Marks & Co., of Port Arthur, are having a new steamer built at Glasgow, for Lake Ontario trade.

Mr. Alex Malloy, of Montreal, will act as general agent in Toronto for the Richelieu company.

The Doty Island ferry line talk of building a couple of new double-ender boats in place of the Geneva, which has been sold to Kingston, and of the Imperial, which will probably be sold. The new boats will be built after the style of the New York east and north river boats.

TOLEDO.

Special to the Marine Record.

Last week L. S. Sullivan and Captain Jas. Woods, of this city, purchased the schooner John Schutte, of Milwaukee parties for $6,000. Captain Woods will probably sail her.

On Monday, the 23d, B. Whittaker & Son, of Detroit, bought the schooner S. V. R. Watson for $16,000. The Watson is now wintering at this port in the O. C. slip. She will make a fine addition to the Whittaker fleet.

It is rumored that the schooner Itaska will soon belong to the Toledo fleet.

If we get some more snow the chances for a flood at this port will be very good.

Opinions as to the result of next season are very different among marine men at this port. Some predict dull times, others a good time but not as good as last year.

The city council have appropriated $9,000 for the purpose of defraying the expenses of a committee to be sent to Washington to work for the interest of Toledo's straight channel. The committee will consist of Mayor Hamilton, D. B. Smith and C. A. King. Toledo people believe that we should have a large appropriation, and with Congressman Romies and this committee at work, we will undoubtedly get it. PAT.

OGDENSBURG.

Thomas Marks, of Port Arthur, has been in Ogdensburg making arrangements for transportation of his new steel boat from Montreal. The boat is being built in Glasgow, Scotland, and will be finished March 1st, when it will be brought to Montreal, where it will be cut in halves. Bulkheads will be put in and it will be brought to Ogdensburg and put together at the shipyard. It is owned by Thos. Marks & Co., of Port Arthur, and will run on Lake Superior. The boat will be 253 feet long, 40 feet wide and 23 feet depth of hold.

P. H. FLEMING, of the firm of Beckwith & Fleming, vessel agents, Chicago, returned home Sunday from his journey east. He reports that there is a large demand for iron ore in the east; that the Bethlehem steel works have a $5,000,000 contract with the government for steel armor which will materially enhance the demand for iron ore. There is no coal at Buffalo in consequence of the pending strikes. Nothing has been done as to iron ore contracts for freights, the shutting down of the Pittsburgh mills having, in a measure, stopped the purchase of iron ore. Vessel men are, however, very confident that last year's rates will be maintained. Very little vessel property has changed hands at the various ports.

Williamson Bros., engineers, general machinists, and boiler makers, corner of Richmond and York streets, Philadelphia, Pa., have received, among others, during the month of December, from Cleveland alone, the following orders for their No. 117 patent hand and steam steering engines:

The Cleveland Shipbuilding Co., for the steamer Chisholm.

Globe Iron Works Co., for steamer Specular, for steamer V. H. Ketcham, for new steamer for Johnson and others, for new steamer for Rhodes & Moore, for steamer Australasia, and for steamer Bulgaria to replace a Manton steerer.

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94 Board of Trade, Chicago, Ill.

OIL ON TROUBLED WATERS.

When hydrographic students first suggested to skippers who had sailed the seas for years that pouring oil on the troubled waters might save both vessel and cargo, the proposition was laughed to scorn. The wise old heads knew better. Some of the younger skippers thought the scheme might be worth trying, and so put the theory to the test. They found it to work exceedingly well—so well, indeed, that in port here they told their brother masters of their success. Stories of vessels having been saved by the method were told at infrequent intervals in the South street resorts, and were received with much of the doubting-Thomas spirit. Finally what were looked upon as yarns took on a color of verity with a vengeance, and even the oldest of the skippers began to believe in the oil story.

The result of this has been that there is no a week passes, in fact hardly a day, but the master of some vessel drops into the United States hydrographic bureau and informs Lieut. Cottman or some of his staff of the benefits he has derived during the stormy weather which now prevails from the use oil. So efficacious has it proved in a number of instances that the attention of the ship owners has been called so that they have fitted up their craft with special fixtures for the purpose of fighting huge waves with oil. The British steamship Kate Fawcett is one of these; tanks are fitted upon deck for the special purpose of carrying oil, and from them pipes lead through the ship's side just above the water line. In case the waves become particularly threatening Captain Young has the stopcocks in the pipes opened and lets out a bit of oil. He has found the plan to work extremely well, and when running finds it necessary to send out but one gallon in four hours. He used linseed or varnish oil. The British steamship Earnwell is similarly fitted, and its officers have found that the loosening of even a small quantity of oil has kept the water from breaking over the decks of the steamer.

In cases where vessels are not specially fitted for fighting mountains of water with oil, skippers sling over the bows bags filled with coarse heavy oils, which oozes through the coarse material of which the bags are made, and has a wonderfully calming effect on old Neptune. The only trouble in these cases, say the skippers, is that the oil is apt to clog up the canvas of the bags and so prevent perfect percolation. This Captain Lord, of the American steamship Advance found out when he was caught out in a severe storm between St. Thomas and the Barbadoes last month. So he rigged up a big water filter over the weather board, and treated the waves which threatened to engulph the vessel to a copious bath of oil, and so kept the cross seas from washing over the deck of his steamer. Most any kind of oil seems to do the work required, but Captain Peters, of the British steamship Lyon, has probably used the strangest mixture yet reported, one of cod liver oil and linseed oil, of both of which he happened to have a big consignment in his cargo. A couple of gallons of fish oil, says Captain Schulz, saved the schooner W. H. Jones from losing a single stick of logwood from his deck cargo, while he was trying to weather a severe gale off Hatteras during his last trip to this port.—New York Times.

AT a meeting of the board of managers of the Lake Carriers' Association J. T. Whiting, Esq., of Detroit, was, on motion of Captain James Millen, formally authorized to represent the Lake Carriers' Association at Washington during the present season, and to speak for the association in matters affecting lake interests. Mr. Whiting is well known at Washington, and will be a most valuable representative. His intimate acquaintance with the requirements of our lake commerce renders him especially well fitted for this responsible position.

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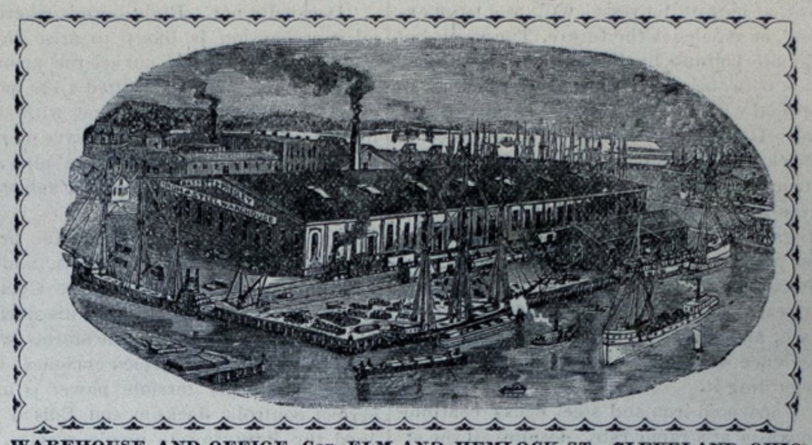

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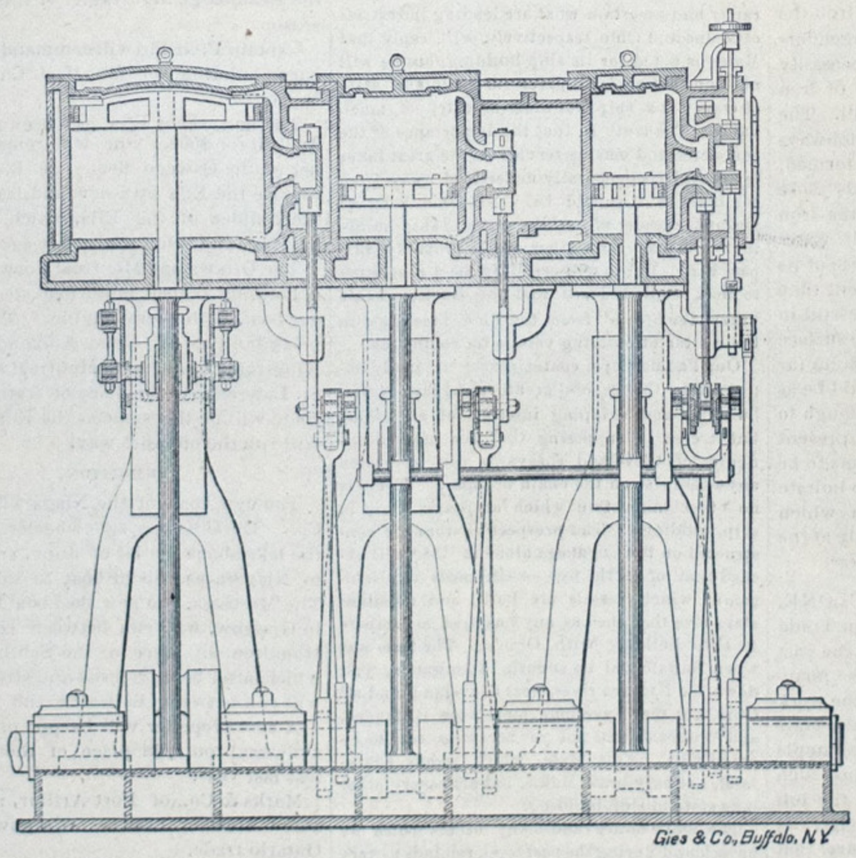

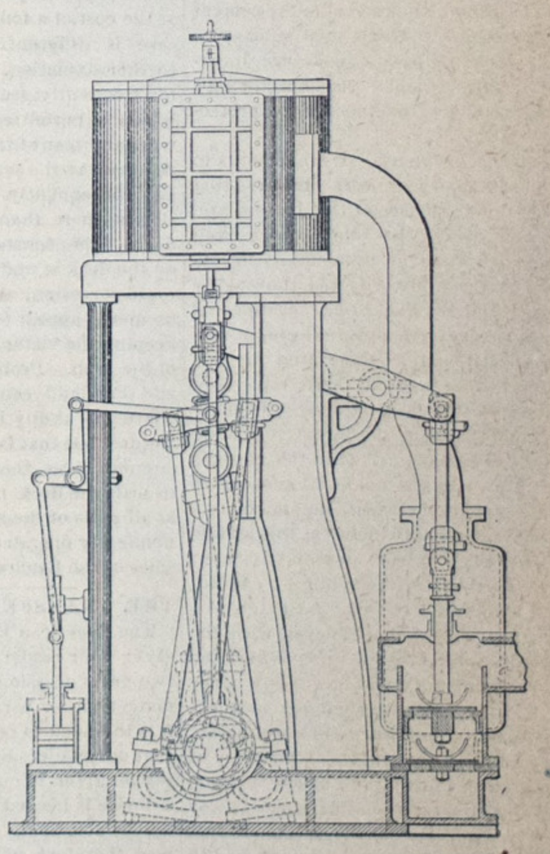

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Commencing December 4th, 1887. The time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*2 55 A M
No 8, N. Y. B & A Express	*8 30 A M	*3 55 A M
No 26, Elyria Accommodation	†7 45 A M	
No 24, Buffalo Ac'm via Sandusky	†10 05 A M	†10 15 A M
No 24, Toledo Accom via Norwark	†10 05 A M	†10 15 A M
No. 10, New York & Boston, "Flyer"		*11 35 A M
No 12 N Y & B Fast Express	*2 20 P M	2* 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	
No 26, Conneaut Accommodation	†4 25 P M	

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 15 A M
No. 23, Cleveland Express	*2 15 A M	
No 3, Chicago Express via "	§5 30 A M	5 45 A M
No 25, Mich Accom Norwalk		†5 45 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 50 A M	*10 55 A M
No 9, Chi Pac Ex via Norwalk	*6 55 P M	*7 15 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

Sunday train for Nottingham—Depart 9.20 a. m and 1:00 p. m.; returning, arrive at 9.20 a. m. and 4:45 p. m.
Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.
A local Cleveland and New York sleeper, also sleeper for Boston, and dining car daily on No. 10, leaving Cleveland at 11 35 A M.; arrive Grand Central depot, New York, 7.30 a. m.
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Century Magazine.

With the November, 1887, issue The Century commences its thirty-fifth volume with a regular circulation of almost 250,000 The War Papers and the Life of Lincoln increased its monthly edition by 100 000. The latter history having recounted the events of Lincoln's early years, and given the necessary survey of the political condition of the country, reaches a new period, with which his secretaries were most intimately acquainted Under the caption

LINCOLN IN THE WAR,

the writers now enter on the more important part of their narrative, viz: the early years of the War and President Lincoln's part therein

SUPPLEMENTARY WAR PAPERS,

following the "battle series" by distinguished generals, will describe interesting features of army life, tunneling from Libby prison, narratives of personal adventure, etc. General Sherman will write on "The Grand Strategy of the War."

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Except the Life of Lincoln and the War Articles, no more important series has ever been undertaken by The Century than this of Mr. Kennan's With the previous preparation of four years' travel and study in Russia and Siberia, the author undertook a journey of 15,000 miles for the special investigation here required. An introduction from the Russian Minister of the Interior admitted him to the principal mines and prisons, where he became acquainted with some three hundred state exiles—Liberals, Nihilists, and others—and the series will be a startling as well as accurate revelation of the exile system. The many illustrations by the artist and photographer, Mr. George A. Frost, who accompanied the author, will add greatly to the value of the articles.

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with illustrations will run through the year. Shorter novels will follow by Cable and Stockton. Shorter fictions will appear every month

MISCELLANEOUS FEATURES

will comprise several illustrated articles on Ireland, by Charles De Kay; papers touching the field of the Sunday school lessons, illustrated by E. L. Wilson; wild western life, by Theodore Roosevelt; the English Cathedrals, by Mrs. van Rensselaer, with illustrations by Pennell; Dr. Buckley's valuable papers on Dreams, Spiritualism, and Clairvoyance; essays in criticism, art, travel, and biography; poems; cartoons; etc.

By a special offer the numbers for the past year (containing the Lincoln history) may be secured with the year's subscription from November, 1887 twenty-four issues in all, for $6.00, or with the last year's numbers handsomely bound, $7 50.

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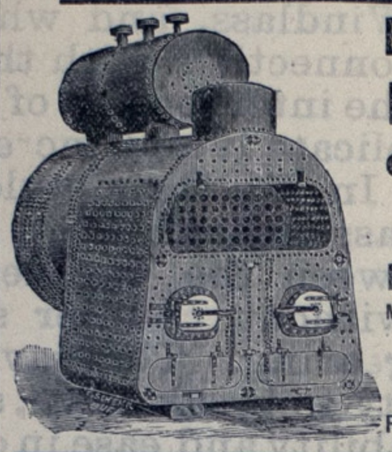

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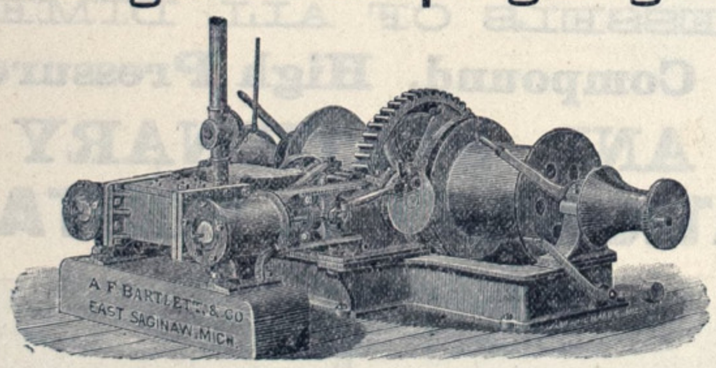

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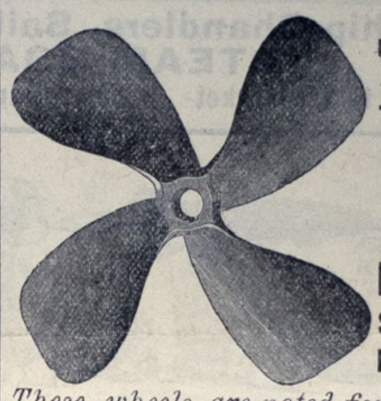

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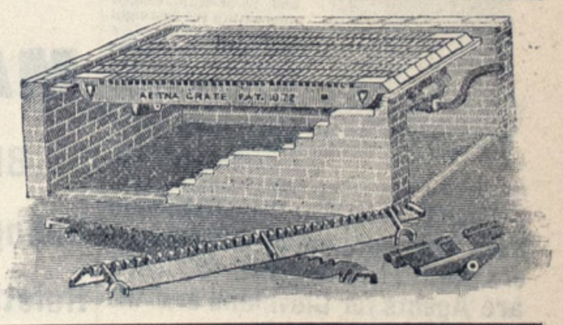

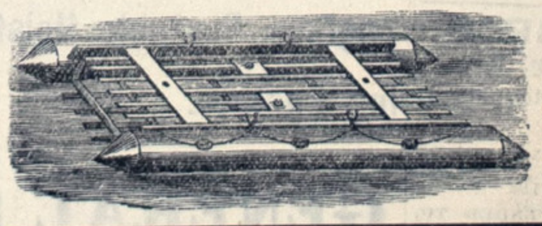

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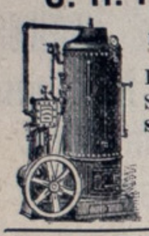

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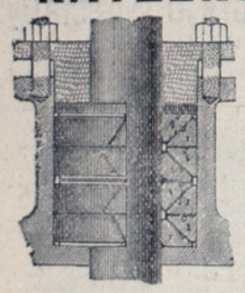

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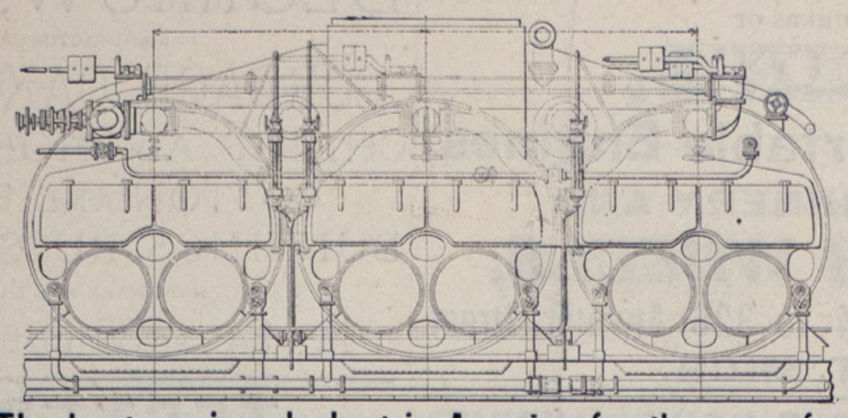

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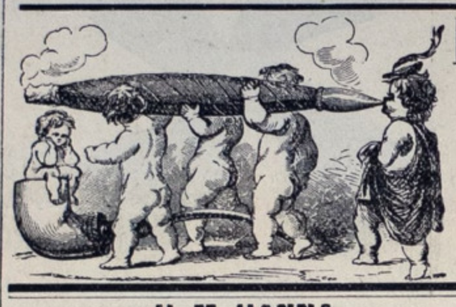

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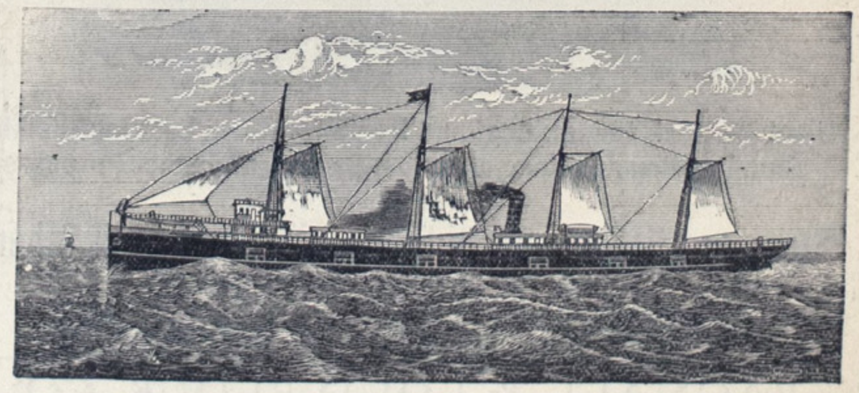

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